

No. 677 Survey held at Gumbarton Date 7th January 1853  
on the Ship Agnes Taylor Master David Galloway  
Tonnage Old 399 Built at Gumbarton When built 1853 Launched 14th Decr 1852  
By whom built Charles W. Millan Owners John Kerr & Company  
Port belonging to Glenoch Destined Voyage Vinidada  
If Surveyed while Building, Afloat, or in Dry Dock Building

Length aloft ..... 119 <sup>Feet.</sup> <sub>Inches.</sub> Breadth ..... 25 <sup>Feet.</sup> <sub>Inches.</sub> Depth of Hold ..... 18 <sup>Feet.</sup> <sub>Inches.</sub>

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....sided	<u>12</u>	Moulded	<u>12</u> <u>10</u>	Keel to Bilge	<u>3 1/4</u>	Limber Strakes	<u>4</u>
1st Foothooks.....	<u>10</u>	"	<u>10 1/2</u> <u>9</u>	Bilge Planks	<u>4 1/2</u>	Bilge Planks	<u>6 in. at 5 ft.</u>
2nd Ditto.....	<u>9 1/4</u>	"	<u>9</u> <u>8</u>	Bilge to Wales	<u>3 1/4</u>	Ceiling in Flat	<u>3</u>
3rd Ditto.....	<u>8 1/4</u>	"	<u>8</u> <u>7</u>	Wales	<u>4 1/4</u> <u>2 1/2</u>	Ditto Bilge to Clamp	<u>3</u>
Top Timbers	<u>7</u>	"	<u>7</u> <u>5</u>	Short Hoods	<u>3</u>	Hold Beam Clamps	<u>4 1/4</u>
Deck Beams N <sup>o</sup> <u>24</u> Average Space <u>4 Feet</u>	<u>9</u>	"	<u>9</u> <u>7 1/2</u>	Topsides	<u>3</u>	Deck Beam Ditto	<u>3 1/2</u>
Hold Beams N <sup>o</sup> <u>17</u> Average Space <u>3 1/2</u> <u>4</u> <u>2 1/2</u> <u>1 1/2</u> <u>3</u> <u>1/2</u>	<u>12</u>	"	<u>12</u> <u>10</u>	Sheer Strakes	<u>2 in. at 4 ft.</u> <u>3 1/2</u>	Ceiling 'twixt Decks	<u>3</u>
Keel	<u>12 1/2</u>	"	<u>12 1/2</u>	Plank Sheers	<u>3 1/4</u> <u>3 1/2</u>	Hold Beam Shelves	<u>6 1/2</u> <u>3 1/2</u>
Keelsons	<u>14</u>	"	<u>14</u>	Water-Ways	<u>7</u>	Deck Beam Ditto	<u>7 1/2</u> <u>3 1/2</u>
Scarpes of Ditto	<u>6 1/2</u>	"	<u>6</u>	Upper Deck	<u>3</u>		

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	<u>1 1/2</u>	<u>1 1/2</u>	Transoms and throats of Hooks	<u>1 1/2</u>		Lower Pintle of the Rudder	<u>3 1/4</u>	
Scarpes of Keel.....N <sup>o</sup> <u>8</u>	<u>1 1/2</u>	<u>1 1/2</u>	Arms of Hooks	<u>1</u>		Hold Beam	<u>1 1/2</u>	
Floor Timber Bolts	<u>1 1/2</u>	<u>1 1/2</u>	Bolts thro' Bilge & Limber Strakes	<u>1 1/2</u>		Deck Beam	<u>1 1/2</u>	
Kelson ditto	<u>1 1/2</u>	<u>1 1/2</u>	Butt End Bolts	<u>1 1/2</u> <u>3/4</u>				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 4 to 6 Inches. The Space between the Top-timbers is 4 to 6 Inches. The Stem, Stern Post, consist of British Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of British Oak and are free from all defects. The Floors consist of Quebec Oak The First Foothooks of Quebec Oak Timber. The Second Foothooks of British Oak The Third Foothooks of British Oak The Top Timbers of British Oak The Shifts of the first and second Foothooks are not less than 3 Feet 10 in. N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 3 Feet 10 in. to 4 Feet The Frame is Square squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is Square squared free from sap. The ~~stern~~ Frames are All bolted together to the Gunwale. N. B. If not, state how bolted. The Butts of the Timbers are All close together; their thickness not less than 1/3 of the entire moulding at that place. The Frame is Chock chocked with ch Butts at each end of the chock. The Main Keelson is Greenheart and free from all defects. The False Keelson is American Elm The Deck Beams consist of British Oak The Hold Beams of Greenheart The Knees of Iron

**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is American Rock Elm From the above named Height to the Light Water Mark Pitch Pine From the Light Water Mark to the Wales Pitch Pine The Wales and Black-strakes are Greenheart British Oak & Malabagan The Topsides Pitch Pine The Sheer-strake Greenheart & Malabagan and Plank-sheers Malabagan The Water-ways Pitch Pine The Decks Yellow Pine State of Good The Shifts of the Planking are not less than 5 Feet — Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought Three Strakes between

**Planking Inside.**—The Limber-strakes are Quebec Oak the Bilge Planks Quebec Oak The Ceiling, Lower Hold, Pitch Pine Between Decks Pitch Pine Shelf Pieces Quebec Oak Clamps Quebec Oak

**Fastenings.**—To Hold Beams Staple Lodging Knees to all the Beams, & Pairs of Diagonal Iron Hanging Knees with Long Side Arms extending to the lower part of Bilge & Rider Deck Beams Staple Lodging Knees to all the Beams and 11 Pairs of diagonal Iron Hanging Knees Number of Breasthooks Five Pointers Four Unce Unce Crutches One Butts End Bolts are of Yellow Metal in the Bottom, and One Bolt in each Butt End through and clenched. Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of Black Oak How Made Engine Turned General Quality of Workmanship Good

We certify that the preceding is a correct description of the above-named Vessel,  
Builder's Signature Archd W. Millan Surveyor's Signature P. W. B. B. B. 2019  
G.L.S. 41-0143



Her Masts, Yards, &c. are in Good condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .				Fathoms.	Inches.	N <sup>o</sup> .	Weight.
2	Fore Sails,	Chain .....	240	1 1/2	Bower, .....	3	17.3.26
1	Fore Top Sail,	Hempen Stream Cable .....	90	1 1/2			17.1.16
2	Fore Topmast Stay Sails,	Hawser .....	95	5 1/2	Stream, .....	1	7.1.2
1	Main Sail,	Towlines .....	-	-			
2	Main Top Sails,	Warp .....	95	4 1/2	Kedge, .....	2	2.3.0
and all other requisite			All of <u>Good</u> quality.				1.2.0

Her Standing and Running Rigging Complete sufficient in size and Good in quality.

She has One 27 Foot Long Boat and One 19 1/2 Foot Pinnace & One 22 1/2 Foot Rig

The present state of the Windlass is Good Capstan Good Rudder Good Pumps 2 Chain & 2 Bilge

### General Remarks—Statement and Date of Repairs.

This is a well finished Cepel  
Specially Surveyed by me during the progress of Building  
Bottom Sheathed with Yellow Metal over Felt to the Water  
Tuck Deck with a Round House Cabin  
Giving Certificate of the Proof Strain of the Chain Cable  
produced  
The Deck and Hold Beams are all Pillared with Iron  
Round Iron Bolted to the Keelson and Beams  
Four Eight Pairs of Diagonal Iron Ribs Connected to the  
Hold Beam Hanging Knees extending to the lower part of  
the Bilge Bolted through and Clenched with Yellow Metal  
This Cepel was not Registered till January 1853 and has not  
yet proceeded to Sea

If Sheathed, Doubled, Felted, or Coppered Yellow Metal over Felt When last done December 1852

I am of opinion this Vessel should be Classed Q.A.1.

The Amount of the Fee.....£ 4: - - is received by me,

Special .....£ 19: 19: -

Certificate (required) .....£ - : 10: -

Committee's Minute 18<sup>th</sup> Jan'y 1853

Character assigned A



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